

SAFETY - JUNE REPORT

1. General - Pilot Meetings.

1. Beechcraft - 17 June. R-985 engine problems were reviewed. Proper starting procedures and general operating procedures were discussed. The importance of precise legible maintenance write ups was emphasized.
2. C-46, C-47 - 30 June. Pilots were requested to take a more critical view of unusual cargo loads, and to request a check of cabin loads which appear heavy or may have effect on C.G. limits.

Operational Hazard Reports were discussed. The importance of checking NOTAMS daily before each flight was emphasized. Three ORR's were received this month in which pilots violated closed portion of a runway (2), and landed against traffic when USAF Combat Control Team was directing air traffic (1). Both items were listed on the NOTAM board.

Other Meetings.

Tan Son Nhut Integrated Base Safety Council Meeting - 30 June. MSAFE attended the first meeting following invitation by the Base Safety Director. Agenda items were mainly of military interest, except for the OHR revies, and vehicular traffic hazard reports. There are an average of two air traffic pattern OHR's per week. AAM is apparently receiving more than proportionate share of these.

Accident and Incident Investigations.

1. Status of Accident Investigations. Accident reports on Beech 10-2, N137L, and 204B, N1304X have been reviewed by the Local Board and sent to Taipei. Investigation of VTB, N3728G has been completed, and review is pending. This will complete the back log created by the rash of accidents during the first calendar quarter of 1969.
2. Incident Reports. Investigation of incidents involving C-46, B910 of 12 June, and C-47, 16083 of 23 June has been completed. Estimate B910 report in Company mail on 3 July, and 083 report on 5 July.

2. Safety Suggestions

Safety comments and Pilots reports.

- 01 June - Captain pointed out excessive high speed traffic through AAM ramp entry gate at Danang, suggests traffic humps be installed in AAM roadway such as the ones at Saigon. A/SZ Danang indicates USAF may install the humps. Still in process.
- 04 June - Capt McCauley was lost twice under radar control because of no transponder. Processed to DSAFE on 7 June.

- 11 June - Captain McCauley again lost twice on radar on IFR. Processed to DSAFE 17 June
- 17 June Captain Seale incurred serious sunburn, fatigue, and nausea due to exposure in the PC6 cockpit. Captain Wiehrdt reported same problem verbally to MSAFE. Processed to DSAFE 24 June.
- 19 June Captain McCauley reported more R-985 problems. Processed to DSAFE 24 June. (This is the worst safety of flight item we have at this time. Impeller seals are highly suspect)
- 27 June Captain D.E. Morris was cleared by VN tower operator to taxi across 25L at VO1 immediately. He was not in position to observe the runway, and applied surge of power to cross, at which time he saw an F-4 on landing roll. Braked heavily to avoid collision. This report is being processed locally.
- 27 June Captain Vikre lost on radar approach to TSN, due no transponder, and ADF's ineffective due to thunderstorms. This situation will now pertain at Saigon during the Southwest monsoon, a serious safety of flight situation. Processed to DSAFE 1 July.

3. Follow-up Action

Safety comment Form, 1 June has been returned to A/SZDAD for report on status of installation of traffic humps.

4. Minor Incident/Inflight Irregularity (SAFE 9)

<u>DATE</u>	<u>A/C TYPE/NO.</u>	<u>LOCATION</u>	<u>REMARKS</u>
05	VTB/N91295	V-01	Engine unwound to 30% in cruise at 7500' PIC feathered and executed single engine landing at V-01. Improper rigging of link between fuel by - pass and shut-off valves resulted in loss of fuel pressure.
06	Helio/B367	Tan An	On touchdown at V-247, left brake had no effect, A/C veered 4' off right side of runway, no damage. Probable faulty seals in brake assembly, previous corrective actions included new linings, master cylinder and system bleeding.

5. Accident Reports (SAFE 4)

05	VTB/N98382	Unk	Bullet damage reported in paragraph 4.
05	C-47/B817	V-03	Left hand fuselage skin below cargo door damaged by customer truck. Loading crew provided no guidance to backing truck.
06	C-46/N67985	V-01	Ramp crew towing A/C with bottom cowlings hanging down. Right hand oil cooler air scoop damaged by striking tire. Employee received reprimand.

10	PC6/N12450	Unk	Right hand rear panel forward of tail wheel attach found buckled and warped on preflight. Probably caused by fast taxi turn on rough surface.
12	C-46/B910	V-19	Left hand wing tip damaged by striking tree on approach. Still under investigation
17	10-2/N9573Z	V-17	Cowling removed, lying under left wing. USA, U-1A #8-1718 blew cowling into left rudder, tearing 6 x 10" hole in fabric. No structural damage.
17	10-2/N5269V	V-17	Smoke emitted from right hand scoop and cowling on start. Motoring did not start engine or reduce smoke. Mechanic used hand extinguisher. Hot box duct was burned and paint blistered on scoop. Fuel inlet fitting to carburetor found loose. Further investigation by MTS requested.
19	PC6/N394R	Unk	Probable rock damage to leading edge and bottom of horizontal stabilizer, discovered during No.2 Service.

S/R.E. Noah